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MAY 2018

MONTHLY REPORT

**PIRACY AND ARMED ROBBERY
AGAINST SHIPS IN ASIA**

INCIDENTS OF PIRACY AND ARMED ROBBERY AGAINST SHIPS IN ASIA IN MAY 2018

OVERVIEW

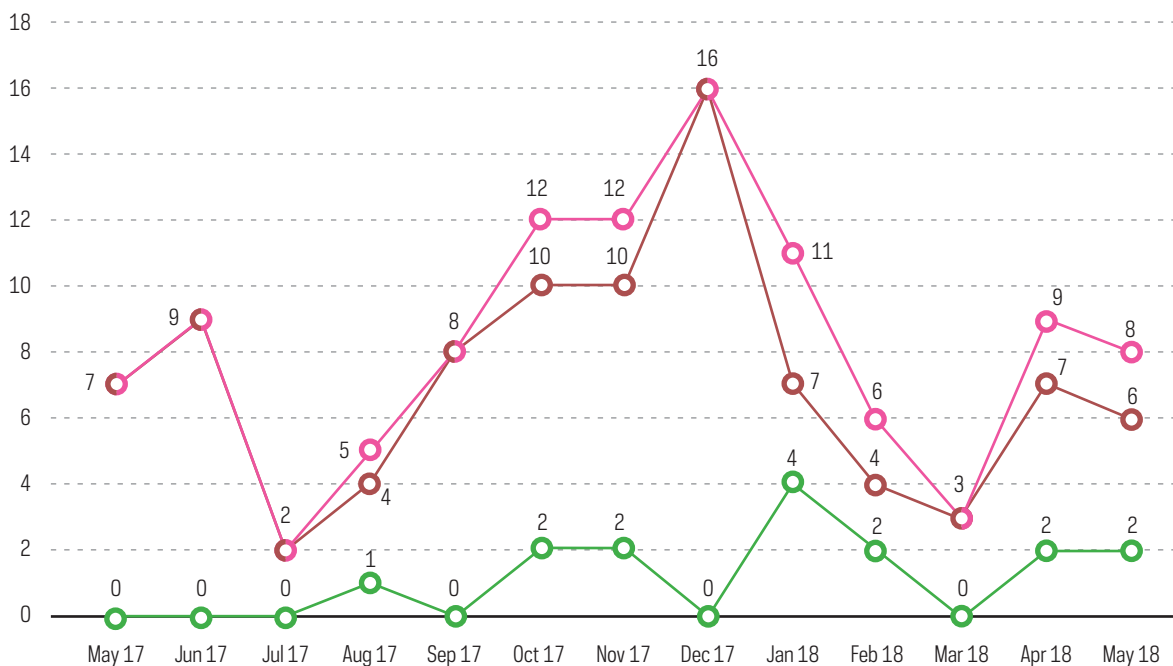
A total of eight incidents of armed robbery against ships¹ were reported in Asia in May 2018. No piracy² incident was reported. There was also no report of abduction of crew in the Sulu-Celebes Seas and no hijacking of ships for theft of oil cargo.

MAY 2018

NUMBER OF INCIDENTS

In May 2018, a total of eight incidents (comprising of six actual incidents³ and two attempted incidents⁴) of armed robbery against ships were reported. All incidents have been verified and reported to the ReCAAP ISC by ReCAAP Focal Points and regional authorities. Refer to the Appendix on pages 16 –18 for the description of these incidents.

Compared to April 2018, the number of incidents reported in May 2018 has remained fairly consistent. Graph 1 shows the number of incidents reported each month from May 2017 to May 2018.



Graph 1 - Number of incidents (May 2017 to May 2018)

● Total ● Actual ● Attempted

1 Definition of armed robbery against ships is in accordance with the Code of Practice for the Investigation of Crimes of Piracy and Armed Robbery against Ships of the International Maritime Organisation (IMO) Assembly Resolution A.1025 (26). Refer to Appendix for detailed definition.
 2 Definition of piracy is in accordance with Article 101 of the United Nations Convention on the Law of the Sea (UNCLOS). Refer to Appendix for detailed definition.
 3 Actual incidents are incidents where pirates/robbers boarded the ship; and regardless of whether they stole any items from the crew or secured and unsecured items found on board the ship.
 4 Attempted incidents are incidents where pirates/robbers tried but failed to board the ship.

STATUS OF SHIPS

Of the eight incidents reported in May 2018, two incidents occurred on board ships while underway and six incidents on board ship at anchor.

SIGNIFICANCE LEVEL OF INCIDENTS

Of the six actual incidents reported in May 2018, one was a CAT 2 incident, one was a CAT 3 incident and four were CAT 4 incidents. There was no CAT 1 incident and majority of the incidents were CAT 4 (petty theft cases). Chart 1 shows the significance level of incidents reported in May of 2009 – 2018.

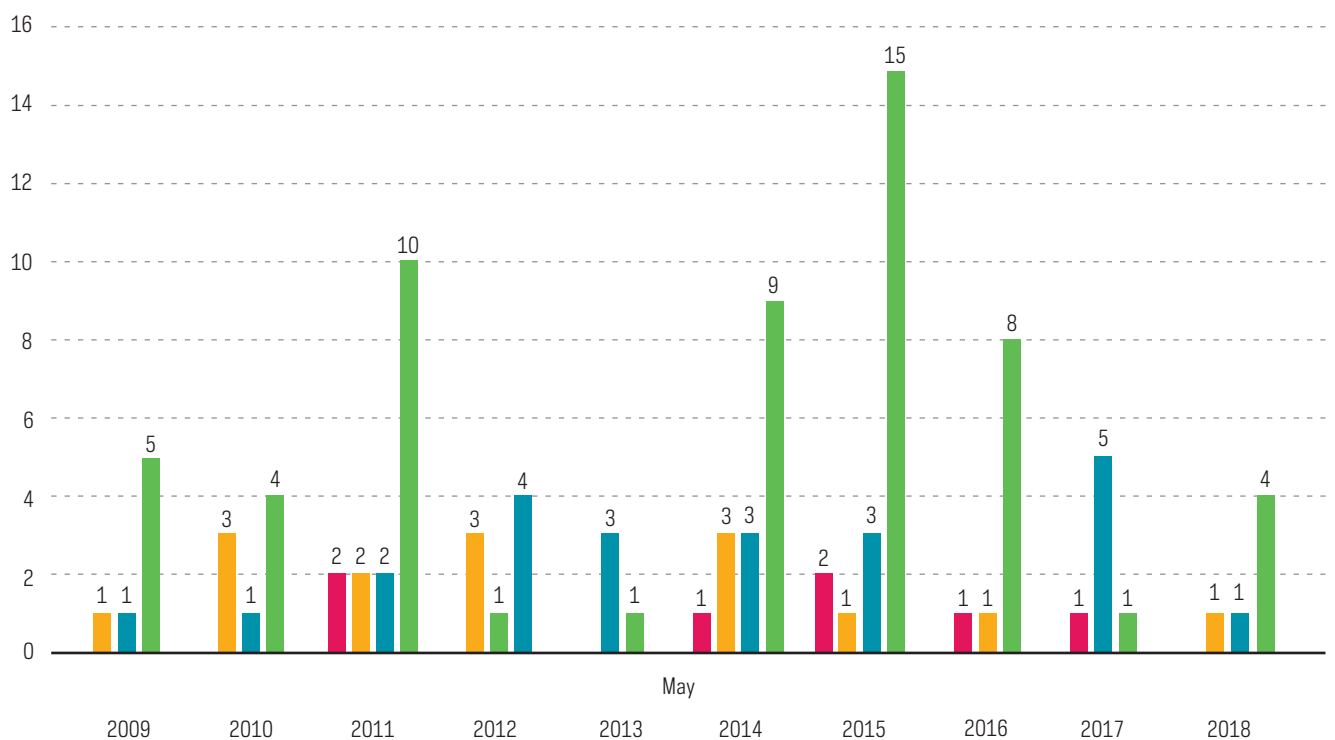
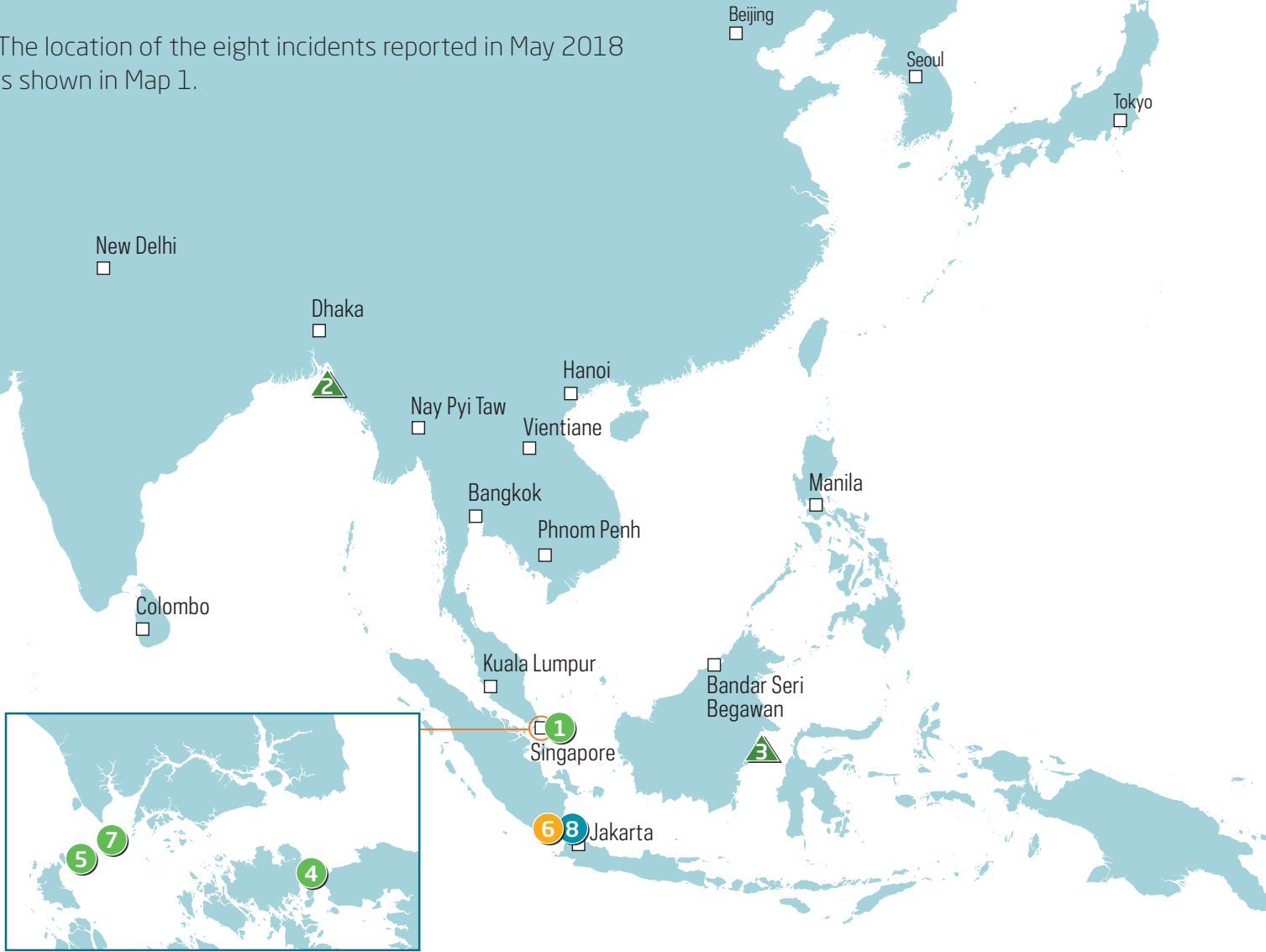


Chart 1 - Significance level of incidents (May of 2009-2018)

● CAT 1 ● CAT 2 ● CAT 3 ● CAT 4

LOCATION OF INCIDENTS

The location of the eight incidents reported in May 2018 is shown in Map 1.



Map 1 - Location of incidents (May 2018)

● CAT 2 ● CAT 3 ● CAT 4 ▲ Attempted

1 *Erik Spirit*
Tanker
5 May 18
1500 hrs

2 *Vela Ocean*
Bulk carrier
6 May 18
2125 hrs

3 *Baltic Scorpion*
Bulk carrier
6 May 18
2330 hrs

4 *Kirana Santya*
Product tanker
16 May 18
0345 hrs

5 *Front Ull*
Tanker
19 May 18
0201 hrs

6 *Wangaratta*
Bulk carrier
19 May 18
0245 hrs

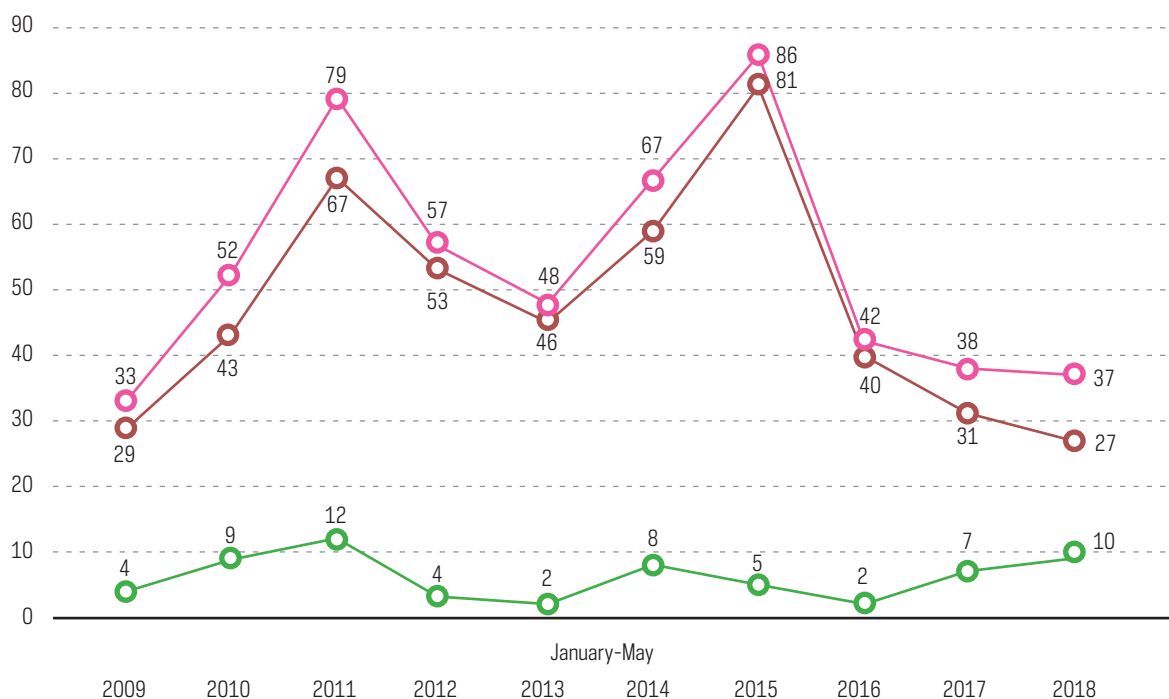
7 *Budget 19 & Budget 29*
Tug boat & barge
19 May 18
1500 hrs

8 *Clover Colossus*
Bulk carrier
20 May 18
0230 hrs

JANUARY-MAY 2018

NUMBER OF INCIDENTS

A total of 37 incidents were reported during January-May 2018 comprising 27 actual incidents and 10 attempted incidents. The number of actual incidents reported during January-May 2018 was the **lowest** during the 10-year reporting period. Graph 2 shows the number of incidents reported during January-May of 2009-2018. Compared to January-May 2017, the number of incidents reported during January-May 2018 remained fairly consistent. A total of 38 incidents comprising 31 actual and seven attempted incidents were reported during January-May 2017.



Graph 2 - Number of incidents (January-May of 2009-2018)

● Total ● Actual ● Attempted

Compared to January-May 2017, there was a decrease in the number of incidents at ports/ anchorages in the Philippines and in the Sulu-Celebes Seas during January-May 2018. A total of six incidents were reported at ports/anchorages in Philippines (five at Batangas and one at Zamboanga) during January-May 2017 compared to one incident reported at the South Harbour Anchorage, Manila during the same period in 2018. There was also a significant reduction in incident of abduction of crew in the Sulu-Celebes Seas during January-May 2018. Seven incidents (comprising three actual and four attempted incidents) were reported during January-May 2017 compared to one attempted incident during January-May 2018.

Notably, about one-third of the total number of incidents reported during January-May 2018 were attempted incidents. This indicates that ship master/crew and law enforcement agencies were relatively more successful in preventing boarding by perpetrators, likely as a result of factors such as timely reporting and vigilance of ship master/crew and immediate responses by the enforcement agencies.

Of the 10 attempted incidents reported during January-May 2018, four incidents occurred to ships while underway (in Straits of Malacca and Singapore, South China Sea and Sulu-Celebes Seas); and six incidents on board ships anchored/berthed at ports and anchorages (at Muara Berau Anchorage in Samarinda, Indonesia; Chittagong in Bangladesh, and Kolkata in India).

SIGNIFICANCE LEVEL OF INCIDENTS

Of the 27 actual incidents reported during January-May 2018, one was a CAT 2 incident, eight were CAT 3 incidents and 18 were CAT 4 incidents. Chart 2 shows the significance level of incidents reported during January-May of 2009-2018.

There was no CAT 1 incident reported during January-May 2018 compared to the same period of 2009-2017 (except 2013). The number of CAT 2 incidents was also the lowest during January-May of 2018.

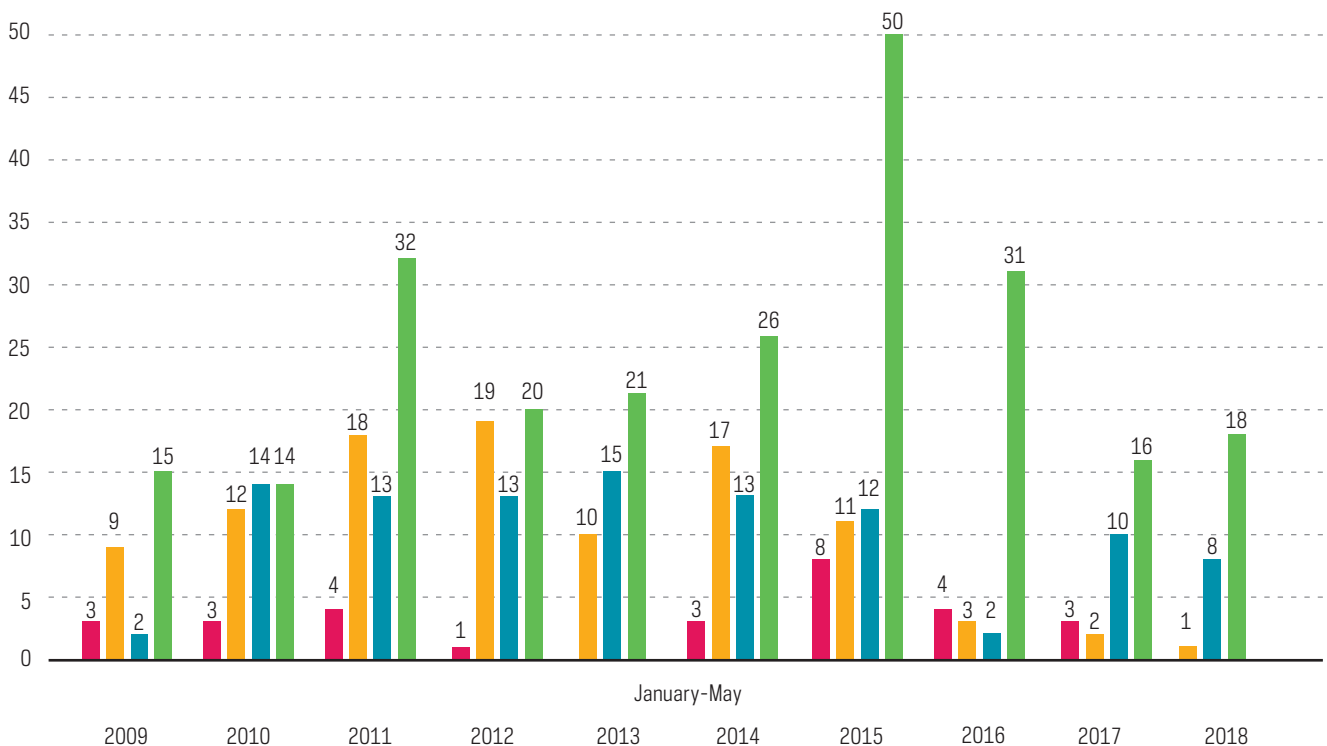


Chart 2 - Significance level of incidents (January-May of 2009-2018)

● CAT 1 ● CAT 2 ● CAT 3 ● CAT 4

SITUATION IN THE STRAITS OF MALACCA AND SINGAPORE (SOMS)

There has been an increase in the number of incidents in the Straits of Malacca and Singapore (SOMS) during January-May 2018 compared to the same period in 2017. A total of five incidents (comprising three actual incidents and two attempted incidents) were reported during January-May 2018 compared to two incidents (comprising one actual incident and one attempted incident) reported during the same period in 2017.

Of the five incidents reported during January-May 2018, three incidents occurred within the period of one month (April - May 2018). They occurred on 21 Apr 18 (bulk carrier, *Katerina*), 19 May 18 (tanker, *Front Ull*) and 19 May 18 (tug boat *Budget 19* towing barge, *Budget 29*); after two unsuccessful boarding reported in January 2018. The unsuccessful boarding occurred on 3 Jan 18 (bulk carrier, *Tiberius*) and 18 Jan 18 (workboat, *Marineco Tooma*).

The ReCAAP ISC advises all ships to exercise enhanced vigilance while underway in the SOMS particularly during hours of darkness and make timely report of all incidents to the nearest coastal State. On the part of the authorities, the relevant enforcement agency is encouraged to beef up surveillance and render assistance promptly to reports made by victim ships.



Map 2 - Location of incidents in SOMS (January-May 2018)

● CAT 4 ▲ Attempted

SITUATION IN INDONESIA

A total of 17 incidents (comprising of 15 actual incidents and two attempted incidents) were reported in Indonesia during January-May 2018 compared to 13 incidents (comprising 11 actual incidents and two attempted incidents) during the same period in 2017.

Most of the incidents reported during January-May 2018 occurred at Muara Berau Anchorage in East Kalimantan. Of the 17 incidents, eight incidents were reported at Muara Berau Anchorage, Samarinda in East Kalimantan, three off Pulau Batam, two in Panjang/Tarahan Anchorage, and one each at Taboneo Anchorage in Banjarmasin, South Kalimantan, Tg Priok Anchorage in Jakarta, Tg Uban Anchorage in Pualu Bintan and Merak Anchorage in Java. The location of the incidents is shown in Map 3.

During January-May 2017, 13 incidents were reported with five occurred in Dumai Anchorage, four in Muara Berau Anchorage, one each in Taboneo Anchorage, Tg Priok Anchorage, off Pulau Batam and Merak Anchorage. The ReCAAP ISC commends the improvement at Dumai Anchorage during January-May 2018 with no report of incident since January 2018.



Map 3 - Location of incidents in Indonesia (Jan-May 2018)

● Single Incident Reported ● Two or more Incidents Reported

- | | | | |
|-----------------------------------|----------------------------------|------------------------------|-----------|
| 1 Tg Priok | 2 Merak | 3 Tg Uban | 4 Taboneo |
| 5 2 Incidents
Panjang/ Tarahan | 6 3 Incidents
off Pulau Batam | 7 8 Incidents
Muara Berau | |

SITUATION ON ABDUCTION OF CREW FROM SHIPS IN THE SULU-CELEBES SEAS AND WATERS OFF EASTERN SABAH

There was no report of actual or attempted incident of abduction of crew from ships while underway in the Sulu-Celebes Seas and waters off eastern Sabah in May 2018. The last actual incident reported to the ReCAAP ISC occurred on board *Super Shuttle Tug 1* on 23 Mar 17; and the last attempted incident occurred on board *Kudos 1* on 16 Feb 18. As of 31 May 18, nine crew is still held in captivity⁵. The Philippine authorities continue to conduct pursuit operations and intensify its military operations to rescue the abducted crew and neutralise the militant group.

On 1 May 18, the ReCAAP ISC received information from the Philippine Coast Guard (ReCAAP Focal Point) about a planned kidnapping by members of the Abu Sayyaf Group. The information stated that the group would be using a blue 3-engine speed boat and expected to be underway to Sabah within the next 24 hours. Upon receipt of the information, the ReCAAP ISC issued a Warning to advise ships to exercise extreme caution when transiting in the waters in Lahad Datu, Sabah and surrounding waters in Sabah.

As the threat of abduction of crew in the Sulu-Celebes Seas is not totally eradicated, the ReCAAP ISC maintains its advisory issued via the *ReCAAP ISC Incident Alert* dated 21 Nov 16 to all ships to re-route from the area, where possible. Otherwise, ship masters and crew are strongly urged to exercise extra vigilance while transiting the Sulu-Celebes Seas and eastern Sabah region, and report immediately to the following Centres:



Map 4 - Contact details of the centres

- 1 Philippine Coast Guard District**
 Southwestern Mindanao
 Operation Centre
 Tel: +63 929686 4129
 Tel: +63 929686 0689
 VHF: Channel 16 with call-sign "ENVY"
 Email: hcgdswm@yahoo.com
- 2 Navy - Littoral Monitoring Station (LMS)**
 Bongao, TawiTawi
 Tel: +63 917774 2293
 VHF: Channel 16
 Email: jointtaskgrouptt@gmail.com
- 3 Eastern Sabah Security Command (ESSCOM)**
 Tel: +60 89863181/016
 Fax: +60 898631812
 VHF: Channel 16 with call-sign "ESSCOM"
 Email: bilikgerakanesscom@jpm.gov.my

⁵ Since March 2016 (till May 2018), a total of 61 crew had been abducted. Of these, 28 had been released, 17 rescued, seven killed and nine are still in captivity.

CONCLUSION

The situation of piracy and armed robbery against ships in Asia during January-May 2018 remained fairly consistent compared to the same period in 2017. A total of 37 incidents (comprising 27 actual and 10 attempted incidents) were reported during January-May 2018 compared to 38 incidents (comprising 31 actual and seven attempted incidents) reported during January-May 2017. The number of actual incidents reported during January-May 2018 was the lowest during the 10-year reporting period (January-May of 2009-2018). There was no abduction of crew in the Sulu-Celebes Seas and no hijacking of ships for theft of oil cargo in May 2018.

However, of concern is the continued occurrence of incidents in the Straits of Malacca and Singapore (SOMS). Two incidents (both CAT 4) were reported on 19 May 18, bringing the total number of incidents in SOMS to five during January-May 2018 compared to two incidents reported during the same period in 2017.

The ReCAAP ISC reiterates the need for port authorities to maintain enhanced port security measures, and advises ships transiting areas of concern to exercise enhanced vigilance, maintain look-out for suspicious boats, report all incidents to the nearest coastal State and flag State immediately, and implement preventive measures recommended in the *Regional Guide to Counter Piracy and Armed Robbery against Ships in Asia*.

APPENDICES

Definitions & Methodology in Classifying Incidents

Definitions

Piracy, in accordance with Article 101 of the United Nations Convention on the Law of the Sea (UNCLOS), is defined as:

1. "Piracy" means any of the following acts:
 - (a) any illegal act of violence or detention, or any act of depredation, committed for private ends by the crew or the passengers of a private ship or a private aircraft, and directed:
 - (i) on the high seas, against another ship, or against persons or property on board such ship;
 - (ii) against a ship, persons or property in a place outside the jurisdiction of any State;
 - (b) any act of voluntary participation in the operation of a ship or of an aircraft with knowledge of facts making it a pirate ship or aircraft;
 - (c) any act of inciting or of intentionally facilitating an act described in subparagraph (a) or (b).

Armed Robbery Against Ships, in accordance with the Code of Practice for the Investigation of Crimes of Piracy and Armed Robbery against Ships of the International Maritime Organisation (IMO) Assembly Resolution A.1025(26), is defined as:

2. "Armed robbery against ships" means any of the following acts:
 - (a) any illegal act of violence or detention, or any act of depredation, or threat thereof, other than an act of "piracy", committed for private ends and directed against a ship, or against persons or property on board such ship, within a State's internal waters, archipelagic waters and territorial sea;
 - (b) any act of inciting or of intentionally facilitating an act described above.

Methodology in classifying incidents

To provide some perspective on incidents of piracy and armed robbery, the ReCAAP ISC evaluates the significance of each incident in terms of two factors – the level of violence and the economic loss incurred. The indicators for these two factors are as follows:

- A. **Violence Factor.** This factor refers to the intensity of violence in an incident, and the three indicators used to determine this are:
 - (1) Type of weapons used. Incidents of pirates/robbers who board a ship with no visible weapons are generally deemed as less violent compared to those equipped with pistols, knives, machetes, or other dangerous weapons. In cases where more sophisticated weapons are used, such incidents would be considered more violent.
 - (2) Treatment of the crew. Incidents where pirates/robbers kill or kidnap crew are deemed to be more violent compared to petty thieves who flee upon being noticed. Other cases could include threatening crew members, assault, or serious injury.

(3) Number of pirates/robbers engaged in an attack. As a rule, an incident where a larger number of pirates/robbers were involved would be considered more significant as having a large capacity (as well as probability) for use of force. A larger number of pirates/robbers may also indicate the involvement of gangs or organised syndicates rather than petty and opportunistic pirates who generally operate in small groups.

B. **Economic Factor.** This factor takes into consideration the type of the property taken from the ship. Cases of theft of cash or personal effects are generally less significant incidents compared to cases where the entire ship is hijacked either for the cargo onboard or theft of the vessel.

Using these indicators, the ReCAAP ISC classifies all incidents into one of the four categories to determine their overall significance.

Category	Description
CAT 1	CAT 1 incidents involved large number of perpetrators; more than 9 men in four out every 10 incidents and 4-9 men in the other six incidents. The perpetrators were mostly armed with guns and knives, and the crew is likely to suffer some form of injury or physical violence such as being assaulted or tied up or threatened. In term of losses, the ship was either hijacked or the cargo on board was stolen, for example siphoning of cargo oil.
CAT 2	Majority of CAT 2 incidents involved 4-9 men who are likely to be armed with knives/machetes and in 1/4 of the incidents, armed with guns. The crew is likely to be threatened or held hostage temporarily to allow the perpetrators to steal the crew's cash and ship's property including engine spares. In a few cases, the crew suffered some form of injury or physical violence but less severe in nature compared to CAT 1 incidents.
CAT 3	v number of perpetrators involved in CAT 3 incidents usually involved groups of between 1-6 men. At times, the perpetrators were armed with knives/machetes/ others or other items such as sticks, rods, bats etc. The crew was not harmed, although there remains a small possibility that the crew could be subject to duress during the incident but not harmed physically. In almost half of the CAT 3 incidents, the perpetrators were unable to steal anything from the vessel, but in cases where losses were reported, stores and engine spares were the commonly targeted items.
CAT 4	The perpetrators were not armed and the crew not harmed. More than half of CAT 4 incidents involved 1-3 men who escaped empty-handed upon sighted by the crew.

This classification of incidents allows the ReCAAP ISC to provide some perspective of the piracy and armed robbery situation in Asia.

CONTACT DETAILS OF ReCAAP FOCAL POINTS/CONTACT POINT

Country & Agency In Charge	Point of Contact	
	Phone No	Fax Number
Australia		
Australian Maritime Border Operations Centre (AMBOC) Maritime Border Command (MBC) E-mail: amboc@border.gov.au	+61-2-6275-6000	+61-2-6275-6275
Bangladesh		
Department of Shipping E-mail: cns@dos.gov.bd	+88-02-9554206	+88-02-9587301
Brunei		
Brunei Police Marine Email: kasnol.kincho@police.gov.bn	+673-8836495	+673-2774000
Cambodia		
Merchant Marine Department E-mail: mmd@mpwt.gov.kh	+85-5-2386-4110	+85-5-2386-4110
China		
China Maritime Search and Rescue Coordination Centre (Beijing) Email: cnmrcc@mot.gov.cn	+86-10-6529-2218 +86-10-6529-2219 +86-10-6529-2221	+86-10-6529-2245
Maritime Rescue Coordination Centre (Hong Kong) Email: hkmrcc@mardep.gov.hk	+85-2-2233-7999	+85-2-2541-7714
Denmark		
Danish Maritime Authority (DMA) Email: ReCAAP-FP-DK@dma.dk	+45-9137-6000	+45-9137-6001
India		
MRCC (Mumbai) Coast Guard Region (West) Mumbai – India Email: indsar@vsnl.net mrcc-west@indiancoastguard.nic.in	+91-22-2431-6558 +91-22-2438-8065	+91-22-2433-3727 +91-22-2431-6558

Country & Agency In Charge	Point of Contact	
	Phone No	Fax Number
Japan		
Japan Coast Guard (JCG) Ops Centre Email : jcg-op@mlit.go.jp	+81-3-3591-9812 +81-3-3591-6361	+81-3-3581-2853
Republic of Korea		
Ministry of Oceans and Fisheries Operations Centre Email: piracy@gicoms.go.kr	+82-44-200-5895 to 98	+82-44-200-5886 to 88
Laos		
International Organisations Department Ministry of Foreign Affairs Email: Ketkeo_pmc@yahoo.com svongdeuane@yahoo.com	+856-21-970 151	+856-21-212505 +856-21-212547
Myanmar		
MRCC Ayeyarwaddy (Myanmar Navy) Email: mrcc.yangon@mptmail.com.mm mrcc.myanmar2012@gmail.com	+95-313-1650	+95-1202-417
Netherlands		
Dutch Coast Guard Maritime Information Centre (MIK-NL) Email: mik-nl@kustwacht.nl	+31-223-658-101	+31-223-658-358
Norway		
Norwegian Maritime Authority Email: morten.alsaker.lossius@sjofartsdir.no	+47-5274-5000 +47-5274-5130	+47-5274-5001
Philippines		
Philippine Coast Guard PCG Action Centre-MRCC (Manila) Email: cgac@coastguard.gov.ph	+63-2-527-8481 to 89 (ext: 6136/37) +63-917-724-3682 +63-929-825-3207 (mobile)	+63-2-310-2097
Coast Guard District South Western Mindanao (CGDSWM) Email: hcgdswm@yahoo.com	+63 929689 4129 +63 916626 0689 VHF: Channel 16 with call sign "ENVY"	

Country & Agency In Charge	Point of Contact	
	Phone No	Fax Number
Singapore		
Maritime and Port Authority of Singapore Port Operations Control Centre (POCC) Email: pocc@mpa.gov.sg	+65-6226-5539 +65-6325-2493	+65-6227-9971 +65-6224-5776
Sri Lanka		
Sri Lanka Navy Operations Room / MRCC (Colombo) Email: nhqdno@yahoo.com nhqdno@navy.lk	+94-11-244 5368 +94-11-221 2230/31	+94-11-244 1454 +94-11-244 9718
Thailand		
Royal Thai Navy Maritime Information Sharing Centre (MISC) Email: miscdutyofficer@misc.go.th sornchon2558@gmail.com	+66-2475-4532	+66-2475-4577
United Kingdom		
National Maritime Information Centre Operations Centre Email: NMIC-OPS@mod.gov.uk	+44 2392-211941	+44 2392-212024 Please indicate "FAO NMIC - A leg"
United States		
USCG Rescue Coordination Center Alameda (RCCAlameda) Email: rccalameda@uscg.mil	+1-510-437-3701	
Vietnam		
Vietnam Coast Guard Email: vietnamcoastguard@gmail.com	+84-4-3355-4378	+84-4-3355-4363

Correct as at 25 April 2017

DESCRIPTION OF INCIDENTS IN MAY 2018

Actual Incidents

● CAT 2 ● CAT 3 ● CAT 4

	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
1	<i>Erik Spirit</i> Tanker Bahamas 62929 9292515	05/05/18 1500 hrs	01° 27.4' N, 104° 36.3' E Approximately 12 nm north- northeast of Tanjung Berakit, Pulau Bintan, Indonesia	While at anchor, perpetrators boarded the tanker unnoticed, stole ship's properties and escaped. The theft was later discovered during the routine emergency drill. [ReCAAP Focal Point (Singapore)]
2	<i>Kirana Santya</i> Product tanker Singapore 13201 9667277	16/05/18 0345 hrs	01° 6.25' N, 104° 11.17' E Tanjung Uban Anchorage, Indonesia	While at anchor, the master reported that a set of breathing apparatus (BA) compressor was found missing and the padlock was broken. Subsequent investigation and review of the footage from CCTV revealed the presence of two perpetrators at the poop deck. About 10 minutes later, a wooden boat appeared passing near the poop deck from stern. Another three perpetrators climbed up the ship from starboard side. The perpetrators were believed to have gained access to the ship unnoticed by the duty officer and AB. The crew was not injured. [ReCAAP Focal Point (Singapore)]
3	<i>Front Ull</i> Tanker Marshall Islands 81670 9600932	19/05/18 0201 hrs	01° 10' N, 103° 27' E Approximately 2.5 nm east- northeast of Pulau Karimun Kecil, Indonesia (SOMS)	While underway, six perpetrators boarded the tanker. The duty Engineer noticed the perpetrators, informed the master who raised the alarm. Seeing the crew alerted, the perpetrators escaped empty-handed. [ReCAAP Focal Point (Singapore)]

	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
4	<i>Wangaratta</i> Bulk carrier Panama 43012 9461166	19/05/18 0245 hrs	05° 32' S, 105° 18.8' E Tarahan Anchorage, Indonesia	<p>While at anchor, five perpetrators armed with knives boarded the ship using a rope. They held the duty AB hostage, tied him and threatened him with knives. The perpetrators stole the ship's properties, damaged the door to the engine room, stole the engine spares and escaped.</p> <p>The AB managed to free himself and raise the alarm. The OOW sounded the ship's horn and mustered the crew. A search was conducted on board the ship.</p> <p>[ReCAAP Focal Point (Japan), ReCAAP Focal Point (Singapore)]</p>
5	<i>Budget 19</i> Tug boat Malaysia 140 9515369 <i>Budget 29</i> Barge Malaysia	19/05/18 1500 hrs	01° 12.29' N, 103° 34.12' E Approximately 4.65 nm SE of Tanjung Piai, Southern Johor, Malaysia, in the westbound lane of the Traffic Separation Scheme(TSS) of the Singapore Strait (SS) (SOMS)	<p>While the tug boat towing a barge was underway, a few small craft were seen alongside the unmanned barge. Some scrap metal was found stolen from the barge. The crew was not injured.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
6	<i>Clover Colossus</i> Bulk carrier Singapore 31545 9748758	20/05/18 0230 hrs	05° 52.3' S, 106° 4.8' E Merak Anchorage, Indonesia	<p>While at anchor, three perpetrators armed with knives boarded the ship by climbing up the portside poop deck using a hook and rope. The duty AB spotted the perpetrators who were approaching him from starboard aft of cargo hold 5. The perpetrators threatened the duty AB with a knife when he tried to use his handheld radio to call for assistance. While the duty AB was being held by one of the perpetrators, the other two perpetrators entered the accommodation area. Some minutes later, the three perpetrators jumped into a waiting boat and escaped. Some engine spare parts were stolen.</p> <p>[ReCAAP Focal Point (Singapore)]</p>

Attempted Incidents

Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
7 <i>Vela Ocean</i> Bulk carrier Singapore 30006 9480966	06/05/18 2125 hrs	22° 15' N, 91° 18.13' E Chittagong Alpha Anchorage, Bangladesh	While at anchor, the duty watchmen spotted seven perpetrators attempting to board the ship. The duty officer sounded the general alarm immediately, followed by a public announcement to alert crew of the situation. The crew was mustered at the ship's office while the duty watchmen entrapped the perpetrators, resulting in a futile boarding attempt. The perpetrators eventually jumped overboard and escaped. The crew was not injured and nothing was stolen. [ReCAAP Focal Point (Singapore)]
8 <i>Baltic Scorpion</i> Bulk carrier Marshall Islands 36353 9729477	06/05/18 2330 hrs	0° 13.8' S, 117° 33.8' E Muara Berau Anchorage, Samarinda, Indonesia	While at anchor, the duty AB on routine rounds on board the ship heard noises coming from the hawse pipe. He sighted a perpetrator trying to remove the hawse pipe protection cover. The duty AB immediately informed the OOW who raised the alarm and sounded the ship's whistle. Upon hearing the alarm, the perpetrators aborted their attempted boarding and escaped. The crew was mustered, and a search was carried out. Nothing was stolen. The SSO tried to call the port control on VHF but received no response. [ReCAAP Focal Point (Singapore)]

DESCRIPTION OF PAST INCIDENTS (RECENTLY VERIFIED)⁶ DURING JANUARY-MAY 2018

Actual Incidents

● CAT 3 ● CAT 4

	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
1	LA Solognais Bulk carrier Malta 24725 9733258	08/03/18 0510 hrs	0° 15.1' S, 117° 37.7' E Muara Berau Anchorage, Samarinda, Indonesia	While at anchor, perpetrators boarded the ship unnoticed, stole two mooring ropes and escaped. The theft was discovered during security round. [ReCAAP Focal Point (Singapore)]
2	GH Rich Wall Bulk carrier Marshall Islands 36291 9735804	20/03/18 1530 hrs	03° 42.6' S, 114° 28.2' E Taboneo Anchorage, Banjarmasin, South Kalimantan, Indonesia	While at anchor, six perpetrators armed with knives boarded the ship. The duty crew sighted the perpetrators and informed the duty officer. The alarm was raised, crew mustered and port control notified. Upon realising the crew had been alerted, the perpetrators escaped empty-handed immediately. The crew was not injured. An Indonesian Police Coast Guard vessel was also despatched to the location. [ReCAAP Focal Point (Singapore)]
3	African Lunde Bulk carrier Singapore 34769 9713961	05/04/18 0405 hrs	0° 15.1' S, 117° 34.18' E Muara Berau Anchorage, Samarinda, Indonesia	While at anchor, a perpetrator on board a small boat climbed the ship via the port anchor chain through the hawse pipe. The perpetrator removed the razor wires and hawse pipe cover. Two mooring ropes stored in the Bosun store were reported missing. The officer-on-watch raised the alarm. Realising that the crew had been alerted, the perpetrator escaped back to the boat and fled. [ReCAAP Focal Point (Singapore)]

⁶ These incidents were not reported in the previous reports of ReCAAP ISC as they were being verified at the time of the reports. As these incidents were verified, they are included in the statistics of January-May 2018.

Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
4 <i>Bertina</i> Product tanker Bahamas 8545 9352133	12/04/18 2250 hrs	22° 12.8' N, 91° 44.54' E Chittagong Anchorage, Bangladesh	<p>Three perpetrators armed with iron rod boarded the ship from a small boat. They injured the watch keeper, stole 10 drums of paint (each 140 litres) and escaped. The master raised the alarm, mustered the crew and reported the incident to the Chittagong Port Control and Bangladesh Coast Guard (BCG).</p> <p>The BCG dispatched a patrol boat to the location, recovered the stolen items and arrested the perpetrators. The stolen items were returned to the victim ship and the perpetrators handed over to the local police.</p> <p>[ReCAAP Focal Point (Bangladesh)]</p>
5 <i>Apollo Troth</i> General cargo Panama 6925 9550931	28/04/18 2230 hrs	0° 14.92' S, 117° 32.73' E Muara Berau, Anchorage, Samarinda, Indonesia	<p>While at anchor, four perpetrators armed with knives on board two boats boarded the ship through the hawse pipe. When on deck, two of the perpetrators threatened the duty AB who was on routine rounds.</p> <p>The duty AB after rescued by another crew, immediately switched on the hydraulic pump, and the perpetrators fled.</p> <p>[ReCAAP Focal Point (Japan)]</p>
6 <i>Kirana Tritya</i> Product tanker Singapore 13203 9367750	29/04/18 0300 hrs	05° 30.13' S, 105° 18.13' E Panjang Anchorage, Indonesia	<p>While at anchor, the Officer-on-Watch (OOw) observed a fishing boat that was proceeding close to the ship. He informed the Security Watch, who then spotted three perpetrators at the starboard quarter of the ship. The alarm was raised and upon hearing the alarm, the three perpetrators jumped overboard. The crew was not injured and nothing was stolen.</p> <p>[ReCAAP Focal Point (Singapore)]</p>

Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
7 Bigroll Beaufort Heavy transport vessel Netherlands 23134 9766841	30/04/18 0001 hrs	01° 24' N, 104° 46.8' E Approximately 16 nm NE of Tanjung Berakit,Pulau Bintan, Indonesia (SCS)	While at anchor, the bosun discovered the padlock of the paint store was broken and the door left open. Further investigation revealed that the padlocks of the garbage room, oxygen locker, acetylene locker and the bunker station were also broken and the doors were left open. However, nothing was missing. The crew was not injured. [ReCAAP Focal Point (Netherlands)]

Attempted Incident

Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
8 IDM Doodle General cargo ship Panama 9992 9112557	18/04/18 0115 hrs	22° 11.3' N, 91° 42.1' E Chittagong Bravo Anchorage, Bangladesh	Six perpetrators with knives in a black boat tried to board an anchored ship from astern. The ship master and crew were vigilant and raised the alarm. [ReCAAP Focal Point (Bangladesh)]

DESCRIPTION OF INCIDENT THAT WAS VERIFIED TO BE NOT AN INCIDENT

	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
1	<p>Berge K2 Ore/bulk/oil carrier Isle of Man 134693 9709506</p>	<p>24/04/18 1417 hrs</p>	<p>4° 58.25' N, 119° 37.90' E</p> <p>Approximately 6 nm west- southwest of Bongao Island, Philippines</p>	<p>A report from IMO GISIS stated that while transiting the Sibutu passage, two high speed crafts were sighted approaching <i>Berge K2</i>. As the boats closed to the ship, the crew saw a blue boat with two persons wearing face masks and a white boat with one person wearing a face mask. Two Philippine Naval patrol vessels contacted <i>Berge K2</i> via VHF channel 16. The high-speed boats closed to three cables from the ship, noticed the hardening of the ship, crossed the ship's stern and moved away. Accordingly, the ship had received cautionary advice from the Philippine Navy and Coast Guard Coast Watch as they were transiting the Sibutu passage. Incident was reported to Philippines Coast Guard, Philippines Navy, MMEA Putrajaya, FOC RMN, Marine Police Malaysia & ESSCOM.</p> <p>The PCG and Philippine Navy (PN), had verified and confirmed that the reported incident involving <i>Berge K2</i> was UNFOUNDED.</p> <p>The PCG emphasized that there was no information of incident involving <i>Berge K2</i> that was relayed by the PCG frontline units in the area nor they had advised and sent precautionary alert warnings to any vessel particularly during the stated period.</p>

Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
			<p>Likewise, the PN Littoral Monitoring Station (LMS) in Bonga had no entry of incident reported in its vessel transit record that transpired between 23 Apr 18 at 0800 hrs and 24 Apr 18 at 0800 hrs. Also, the PN's floating assets in the area disclosed that there was no "Ore Carrier" that had been challenged within the same period.</p> <p>With these validations made by both the PCG and the PN, the Philippine Focal Point reported to the ReCAAP ISC that this incident did not occurred and therefore not considered an incident of piracy or armed robbery against ships.</p> <p>[ReCAAP Focal Point (Philippines)]</p>



Regional Cooperation Agreement on Combating Piracy
and Armed Robbery against Ships in Asia
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